

BOARD OF DIRECTORS

Teleconference Call February 8, 2018

1. The meeting was called to order at 8:30 PM by the President, Howie Nichols.
2. Roll call was taken. The following were in attendance: Howie Nichols, Chris Fairchild, Jean Mackay-Schwartz, John Runne, Mark Tate, Fred Hauenstein, Jerry Davids, Kyle Bahl, Adam Allen, Mark Wheeler, Charlie Strang, Rick Sandstrom, Jeff Brewster, Patrick Gleason, Matt Yarno, Penny Anderson, Bob Wartinger, Rachel Warnock, Jeff Conant, Sheri Greaves, Richard Fuschlin, Jack Meyer, Jan Shaw, Dutch Squires, Kristi Ellison, James Chambers, Robin Shane, Ann Marie Shaw, Richard Shaw, Jeff Titus, Eli Whitney, Julian Rucki, Roger Carr, Carleton Callahan, Sheryl Rucker, Sherron Winer, and Mary Williams. Excused were Steve Compton, John Krebs, and Aaron Wacholz.
3. Minutes from the January 24, 2018 meeting were reviewed. Jean Mackay-Schwartz requested a change to #5 New Business #C the last sentence to read: "They are recommending changing the following classes of members." Motion by John Runne, seconded by Jean Mackay-Schwartz to approve the minutes as changed. Motion passed.
4. Minutes from the January 27, 2018 meeting were reviewed. Jean Mackay-Schwartz requested a change to item #3, the sixth line to read: "If the Board deems a proposed change to have merit, a task force shall be formed to gather information, talk to people, reach out to the members, create discussion, garner input. And disseminate it to both the Board and the members." Motion by John Runne, seconded by Jean Mackay-Schwartz to approve the minutes as changed. Motion passed.
5. Old Business
 - a. Motion by Jean Mackay-Schwartz to approve the 2018 APBA budget as presented previously. Seconded by Kyle Bahl, the motion passed.
 - b. Category budgets for 2018 were presented. A question was asked on the Inboard Category budget as to why they were running a deficit for this year. Inboard Chairman, Dutch Squires explained that they have a large amount of money in their promotion fund and are going to use the funds for promoting the category. Motion by Jean Mackay-Schwartz to approve all the category budgets. Seconded by Fred Hauenstein, the motion passed.
6. J Committee Co-Chair, Mark Wheeler explained the request to rename the Don Allen award at the request of the Allen Family. The award will be renamed the R Steven Hearn Award. It will still go the driver who accumulates the most points in JH. Motion to approve by Adam Allen, seconded by John Runne, the motion passed.
7. J Rule changes were presented as follows:
 - Rule 2.1.1 It is permissible for the race committee to schedule and run one additional race for any class or classes it chooses on any single sanction so long as the same is published on the circular. All races must be scheduled for 2 heats.
 - Rule 12.B The AXR class may be run separately or combined with other marathon classes at the discretion of the race committee. There must be a minimum of three (3) bona fide AXR starters to qualify for national points.

- Rule 15.3 National High Point Championship shall be based on up to three (3) bonus point races (Divisional Championships, National Championships, and North American Championships) plus the best 12 of the first group of 15 regular races. Best is defined as the races with the highest number of points scored. If a contestant does not run one, or more, bonus point races, the point total shall include the next regular race or races.
- Rule 15.8 Points scored in AXR marathon events shall not be counted toward closed course high point championships.
- Rule 15.9 Delete all reference to the “US Shield” by removing the second sentence and removing “and to receive the “US” shield” from the last sentence.
- Rule 17.2.P.16 Add a new sentence to the end “It is permissible to use any mounting plate in replacement of the mounting plate supplied with Mercury’s “High Energy Ignition Kit” and installed in the factory location.”
- Rule 18.1.C Add a new sentence at the end of the third sentence: “At no point shall the air trap depth exceed a line created by these maxima.”
- Rule 20.1.A A minimum of one driver selected to the Hall of Champions must be a participant in Junior Hydro and/or Junior Runabout and be inducted into the Hall of Champions based solely on their accomplishments in JH and/or JR.
- Rule 20.1.B An additional driver may be selected to the Hall of Champions using accomplishments in JR, JH, AXR, and/or AXH. Accomplishments in AXR and/or AXH can be used one time (one year) only for induction into the Junior Classes Hall of Champions.
- Rule 20.1.C Drivers must have won a closed course National Championship in one, or more, of the four classes: JH, JR, AXR, or AXH **OR** drivers must have won an overall High Point Championship (with no less than 10 races) in one, or more, of the four classes: JH, JR, AXR, or AXH.
- Rule 20.1.E.iii Break an existing straightaway or competition record: 20 points each.
- Rule 20.1.F In case of a tie, the driver who earned the greatest number of high points for the year shall be selected.

Motion by Fred Hauenstein to approve the rules as presented, seconded by Adam Allen. The motion passed.

8. The Race Management Committee rule changes were presented as follows:
 - Addition to General Racing Rule 13-5: “The start line shall be defined by the edge of the buoy closest to the first turn.”
 - Change Rule 10-1-C to read: “ If a clock start is used, all races **must** have a video start to identify illegal boats.”
 - Create a new Rule 19-3 “ On boat to boat contact resulting in transport to a hospital, the following procedure shall take place. The decision of a red/yellow card shall be allowed up to 72 hours after the incident. Should more time be

needed by the referee, the category chairman can grant an additional 3 days from the end of the 72 hours.” And then renumber remaining rules.

- Change Rule 26-10 to read: “In a class where multiple gear ratios are permitted, final gear ratio changes (including the outboard gear case) are allowed in inspection between runs during time trials.”

Motion by John Runne, seconded by Kyle Bahl to approve the rule changes as presented. Motion passed.

9. Rule changes were presented for the Thundercat Committee. The original is first. The second with highlighted areas is the revised rule.
 - a. 50.108 Cylinders: Re-boring up to 0.030” maximum on all cylinders and re-sleeving is permitted.
 - b. 50.108 Cylinders: Re-boring up to 0.030” maximum on all cylinders and re-sleeving is permitted. Exhaust relief slot not required in Outlaw.
 - c. 50.122 Blueprinting: Engines may be “blueprinted”; i.e.: parts or ports where a dimension or weight is quoted in the homologation sheet (published inspection/specification sheet) may be machined, altered or polished for the purpose of reaching that specific measurement or weight. The shape of the part machined, altered or polished may not change (i.e.: d, ports, etc.). Casting material may be removed where the ports meet the cylinder sleeve to match the specification sheet dimensions (i.e.: port to casting overlap). No material may be added to the casting where the port meets the cylinder sleeve. (Mercury/Mariner 59 ci excluded).
 - d. 50.122 Blueprinting: Engines may be “blueprinted”; i.e: parts or ports where a dimension or a weight is quoted in the homologation sheets (published inspection/specification sheet) may be machined, altered or polished for the purpose of reaching that specific measurement or weight. The shape of the part machined, altered or polished may not change (i.e.: d, ports, etc.) Casting material may be removed where the ports meet the cylinder sleeve to match the specification sheet dimensions (i.e.: port to casting overlap). No material may be added to the casting where the port meets the cylinder sleeve (Mercury/Mariner 59 ci excluded for Bandit).

Motion by John Runne, seconded by Chris Fairchild to approve the rule changes. The motion passed.

10. The Incident Questionnaire was presented by the Safety Committee Chairman, Eli Whitney. The purpose of the questionnaire is to provide the Safety Committee with data. It should be included with the referee’s documents. After discussion, motion by Fred Hauenstein to table this in order to get a legal opinion and more information. Seconded by Adam Allen, the motion passed.
11. Safety Chairman, Eli Whitney gave a brief overview of their activities at the Annual Convention. He stressed the need for additional time at the next meeting. The committee is discussing voluntary medical identification tags which could be included with membership card mailings. The President asked the committee to come up with a

recommendation including projected costs. They are also waiting for testing results of a new head and neck device.

12. Offshore Representative, Mark Wheeler reported that there are no changes to the previously approved Super Vee Extreme class rules. There will be a couple of housekeeping items.
13. P1 rules were presented. This is a big, single engine V-bottom that runs Offshore and some short course appearing races. They have their own section in the Offshore Rule Book and have made changes to be consistent with UIM rules. (Attached to end of minutes). Also presented were some additional rule changes for the Offshore group. Motion by Chris Fairchild, seconded by Jean Mackay-Schwartz to approve all the Offshore rule changes. Motion passed.
14. Jim Sechler spoke on an Inboard rule change which he felt conflicted with General Racing Rules. He stated the proposal is designed to promote safety but in actuality changes the way high points are tabulated and changes the racing format. Inboard Chairman, Dutch Squires stated that he believes the new rule is not in violation of GRR 3-12. He said this is merely another method of starting a race, by eliminating "jockeying for lanes" and will put on a better show and be better competition. Adam Allen asked if a mock-up could be provided to the board using a 10 boat race to see what the format does and how it affects things. President Nichols requested both viewpoints provide this.
15. President Nichols presented an objection he had received to newly enacted Inboard capsule combinations. When questioned, the Safety Committee stated they had no problems with what was passed by the IRC. There were no comments from the Board, so President Nichols announced that the IRC action will stand.
16. A suggestion was received from the Hall of Champions committee concerning at-large nominees. They suggested that a minimum requirement be for the nominee to have won a combination of 3 hi-point or national championships across multiple categories in order to be eligible for an at-large berth in the Hall of Champions. There was no motion from the Board.
17. President Nichols announced that the 2019 Annual Convention will be held in Orlando, Florida at the Doubletree SeaWorld. Date will be February 6 – 10. Room price will be \$125 per night with free parking and wifi. He reported that Sheryl Rucker is working on 2020 with bids from Atlanta, GA; Charlotte, NC; and Daytona Beach.
18. A discussion was held on convention fees. Adam Allen suggested that the Treasurer be asked to come up with true costs so the Board could make some decisions. It was noted that a single fee format would make registration much easier.
19. Rick Sandstrom reported that he had no updates on discussions with H1. He will be meeting with them again in the next week.
20. President Nichols reported that the Board will be reviewing the length of term implementation plan. Rick Sandstrom will send out the complete implementation plan so that the Board can review, discuss and then vote at the next meeting.
21. President Nichols announced that the Region Boundaries Task Force will consist of Rick Sandstrom, Mark Tate, Jeff Brewster, and Steve Compton. He asked for a volunteer to serve on this Task Force. Matt Yarno volunteered to serve.

22. Grand Prix World has asked to be added to the Special Events Committee. Inboard Chairman, Dutch Squires stated that he would prefer they stay in the Inboard Category. He said there has been no discussion with the IRC on this. No action was taken.

23. Other Matters

- a. Bob Wartinger stated that he would be glad to answer any questions anyone had on the data gathering project if they would contact him.
 - b. Robin Shane, Special Events Chairman, offered to set up a meeting with Dutch Squires and Sam Cole of Grand Prix World to see if they could work to an amicable resolution to any issues they had.
 - c. Fred Hauenstein questioned how the Executive Director search was going. President Nichols stated he hopes to finalize the job description this month so it can be posted and the job filled.
 - d. Mark Tate asked where the office stood on getting the firewalls installed for all the computer programs. President Nichols stated that the licenses had all been taken care of, but he would need to check with Ryan Johnson on the status of the firewalls.
 - e. Jean Mackay-Schwartz asked if there was any report on obtaining a new Legal Counsel now that Steve Hearn had retired. President Nichols reported he had several calls out and was waiting for return calls.
24. John Runne motioned to adjourn, seconded by Fred Hauenstein. There being no further business the meeting was adjourned at 10:15 PM.

Respectfully submitted,

Mary Williams

APBA Secretary



UPDATED RULEBOOK PROPOSAL
POWERBOAT P1 SUPERSTOCK CLASS
UIM 1300 STOCK RULES

CIRCULATED 4. August 2017 – VERSION 4.0



1300 – RULES FOR UIM STOCK

INTRODUCTION

These rules are intended to ensure safe and competitive racing in a race series at a reasonable cost to the participants. The series is based on identical boats and is designed to expand and broaden the general base of participation based on the key criteria of affordability and accessibility. The class is raced at national level in various markets with some events carrying UIM International Ordinary Event status. Annual World Championship level events are also staged. The class uses stock engines and organisers work closely with the marine industry to develop and demonstrate the performance of its products. Any development that is contrary to this policy may give rise to a rule change as provided for under these rules.

1301 CONCEPT

- (a) All participating boats are strictly one design and only boats and engines complying with these rules are eligible.
- (b) Permission to race in the series is at the discretion of the series organiser and the organisers reserve the right to refuse entry into the series.
- (c) The boats are constructed in glass reinforced plastic.
- (d) The boats must carry a minimum of two crew members; a driver and a navigator.
- (e) No physical modifications may be made to the hull from the original one-design drawings or specifications however technical scrutineers may approve minor running repairs if deemed necessary.
- (f) No modifications may be made to the engine or engine position as set by the scrutineers.
- (g) Original hull drawings are available from the series organiser on request and templates will be used at events to ensure compliance with the original design.
- (h) Outside communication during races is not permitted.
- (i) Safety takes priority over racing at all times.

1302 CLASSIFICATION AND APPROVAL OF RACES

The race calendar is co-ordinated and managed by the series organiser. National events are sanctioned by the relevant national governing body and by the UIM for International races.

1303 BOAT PROVISION, OWNERSHIP AND LEASE

The series organiser sells new and used boats, leases, hires and from time to time makes boats available for use by participating teams.

1304 ONE DESIGN MINIMUM SPECIFICATIONS (ODMS) Manual

It is a condition of entry into the series that participating teams acknowledge the boats and engines available are of a certain age and will have had previous repairs. Participating teams accept the series

organiser will have done everything possible to ensure boats are as even as could reasonably be assured, but that ultimately it is each competitors' responsibility to ensure their boat and engine meet the regulations.

Once inscribed for the season or a specific event, competitors will be provided with a One Design Minimum Specifications (ODMS) Manual.

The ODMS Manual, ratified by UIM, will provide competitors with a copy of the original boat design drawings and specific technical requirements for the following:

- Engine
- Propeller
- Fuel tank
- Ballast tank
- Wiring loom
- Minimum weight
- Engine lifter / jack plate
- Transom
- Controls
- Battery position
- Seats (front and rear)
- Bilge pump
- Ballast

1305.1 LICENCE TO RACE

To enter the series or event, all pilots must be in possession of a valid Licence issued by their National Authority and when racing in UIM sanctioned International Events an International Licence.

1305.2 AGE REGULATIONS

- (a) The minimum age for the driver is 18 years old and for the navigator is 16 years old.
- (b) All age regulations apply at the date of the race.
- (c) All persons under 18 years of age must be accompanied at the event by a Parent/Guardian. All competitors who are under 18 on the date of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.

1305.3 PARTICIPATION CRITERIA

- (a) Only valid licence holders are permitted to control the boat whilst racing.
- (b) Boats are allowed out on the water at the times designated in race instructions only or with prior agreement from the OOD. Failure to adhere to this may result in disqualification from the event and/or a fine of €300.
- (c) Any team with a pilot competing in his or her first event must display a fluorescent orange disc on either side of the transom.

- (d) These teams will be positioned furthest from the start boat during their first three events.

1305.4 ENTRIES

- (a) All entries must be made via the Official Entry Form and all accompanying terms and conditions complied with.
- (b) Entry by a team into any race event or championship is at the sole discretion of the series organiser who reserves the right to refuse entry.
- (c) Teams are responsible for the behaviour of all members and crew.
- (d) The series organiser has the right to refuse any boat considered unsuitable and /or which does not conform to the requirements of the rules. The reasons for refusal shall be submitted to the team in writing.
- (e) No individual or team which has been expelled from UIM events, or who are currently under suspension by the series organiser or their own National Authority shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance or participate as a boat owner or crew member in any racing event run by the series organiser. No boat belonging to that individual or team shall be allowed to compete, nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a Stock series sanctioned race. The series organiser reserves the right to deny future membership and entry to anyone who has previously been expelled or suspended.
- (f) Race entries are only accepted for the full series or designated World Championship event unless otherwise agreed with the series organiser.

1306 RACE NUMBERS AND NUMBER DECALS

Race numbers are allocated by the series organiser. Teams may express a preferred number, however, these cannot be guaranteed. Number decals should conform to the following requirements:

- (a) Numbers should be black on a white background.
- (b) The font to be used is Impact Italic.
- (c) Numbers shall be a minimum of 300mm tall, on both sides of the hull, and on the deck (read correctly from the drivers position).
- (d) The minimum stroke shall be 50mm. The two digits shall be separated by no less than 50mm and the white border shall be at least 50mm from the digits.
- (e) Location - the deck number panel shall be placed immediately behind the series organiser reserved area on the deck.

1307 VALID STARTERS

On arrival in race pits/venue/event area, all teams are deemed to be under race rules and regulations. All rules will apply, as will penalties.

1308 CRANING REGULATIONS

- (a) All boats must be fitted with four lifting eyes suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin. Lifting eyes fitted to the boat during

construction must not be altered. The positions of the lifting eyes must be identified using standard stickers as supplied by the series organiser.

- (b) Race boat numbers must be clearly indicated on the boat's trailer on the starboard side at the hitch.
- (c) A minimum of one team member must be present at launch or recovery. All boats must be 'launch-ready on arrival at the crane (ropes, fenders on, covers off, etc) otherwise the boat may be refused launch or recovery.
- (d) All standard health and safety procedures apply throughout any craning activity.

1309.1 SEATS

Race boats will be provided with standard seats. In the interests of enhanced ergonomics, crew comfort and safety, teams are permitted to change the front seats at their own expense.

- (a) Replacement seats should be a full pro racing bucket seat (from suppliers such as Sparco or Recaro).
- (b) The original base units and suspension system may not be changed, however, the seat bases may be strengthened by gussetting / triangulating of the corners.
- (c) All seats will be required to have a minimum of four inches of suspension travel.
- (d) On returning the boat to the series organisers, teams are required to replace the original seats.

1309.2 FUEL

- (a) All fuel must be carried in the permanently installed fuel tank.
- (b) No secondary tanks are permitted and fuel may not be transferred between tanks during a race.
- (c) Except where a fuel sponsor has provided fuel, fuel must be standard road-side or marina available fuel. The fuel must be available to the public and dispensed by standard road-side or marina methods only.
- (d) Boats are required to be fuelled for the day unless otherwise specified and no refuelling is permitted between races.

1309.3 ENGINES

- (a) The specified engine used in the series is the 3.2 litre V6 Mercury 300XS.
- (b) No modifications whatsoever are allowed to the engine.
- (c) No engine cowling modifications are permitted other than those approved by technical scrutineer. Cowlings must be in place throughout the entire period of a race.
- (d) All engines will be sealed by the series organiser before the start of the season or specific event.
- (e) If any work that requires an engine seal(s) to be broken is carried out, it must either be done by the series organiser's appointed agent or done in the presence of the series organiser's appointed scrutineer
- (f) It will be the competitors' responsibility to produce their log book and/or measurement certificate at each event during scrutineering. Failure to do so will result in disqualification.

- (g) Teams are expressly prohibited from carrying a spare engine and replacement units can only be obtained through the series organiser. Engines for the series can only be purchased through the series organiser. Privately sourced engines will not qualify for the series.
- (h) The series organiser may remove all EMMs / ECUs from the engines at the start of each event. These would then be chosen randomly by competitors and fitted by the chief technician on site.
- (i) Engine mountings shall be attached to the jack plate (lifter) with at least six bolts.
- (j) Spark plugs, engine oil and lower unit oil must be as per the specification in One Design Minimum Standards (ODMS Manual), or as supplied/provided by the organisers sponsor.
- (k) Powerboat P1 will notify all teams of any parts permitted to be changed from those originally supplied by the engine manufacturer.

1309.4 BATTERIES

- (a) Batteries shall be of the type specified in the ODMS Manual.
- (b) The ODMS Manual will specify the location of the battery and any deviation from this location will require prior approval from the scrutineer.
- (c) In the event of a battery sponsor agreement, all boats must use the battery specified.

1309.5 PROPELLERS

- (a) Participating teams are only permitted to use the designated propellers for competition purposes. Such propellers are provided exclusively by the series organiser.
- (b) All propellers available for use shall be identified by a unique serial number which will be stamped (impressed) onto the propeller.
- (c) Race propellers are randomly allocated at the start of each event by the championship organiser. Between events, the propellers are retained by the championship organiser and are only made available for racing.
- (d) Propellers may be reallocated by the series organiser during any race event.
- (e) A race propeller will be issued immediately prior to the race and checked by the scrutineer when the boat is launched and recovered. Any competitor found using an unauthorised propeller will be disqualified from that race. On completion of the race the propeller must be removed by the competitor and handed back to the technical scrutineer at the stated time and in the stated location.
- (f) The complete propeller fitting kit from thrust washer to fixing nut will be deemed part of the prop and will be handed out at the beginning of the season or specific event to each team. It should be returned immediately following the end of the season or event. Any missing items will incur replacement costs by the competitor.
- (g) Racers may own and keep a testing/training propeller which will should be used and repaired at their own expense.
- (h) During a race event if a team damages its race allocated race propeller, a replacement propeller will be provided by the series organiser. The repair of any damaged propellers is to be borne by the team.
- (i) If a competitor damages a propeller during a race it must be returned to the technical scrutineer. No repairs to the propeller may be made by the competitors or any unauthorised persons.
- (j) Failure to comply with conformity will result in a fine and/or disqualification. Propellers will be checked at random.
- (k) The series organiser may appoint a suitably qualified propeller scrutineer and his or her decision on

propeller class measurement and compliance will be final and is not open to appeal. It shall be the responsibility of the competitor to ensure that the propeller is sound, particularly at the blade roots and that it is securely locked by the propeller nut.

(i) Each race team will be required to purchase a testing propeller available from the series organisers at a preferential rate.

1309.6 MINIMUM WEIGHT

- (a) Stock boats shall have a minimum post-race weight (as raced) of 1,650 kilograms excluding crew and personal safety equipment.
- (b) The minimum weight is the sole responsibility of the team.
- (c) The minimum weight shall be calculated post-race using a calibrated load cell or equivalent weighing device.
- (d) All boats may be subject to post race weighing and must be made available at the request of the scrutineer and directly after racing finishes.
- (e) Non-conforming boats will be disqualified.

1309.7 STRUCTURAL STATE

Stock boats shall be fitted with their racing deck cowl whilst racing. Boats must finish with this cowl as well as the desk hatch in place to be classified as a finisher. The cowling should always be secured with the three original thumb screws.

1310 VHF RADIO

- (a) Each race boat must have on board an operational, multi-channel 25 Watt PEP VHF radio.
- (b) This VHF radio shall be capable of transmitting on the international distress frequency.
- (c) It is mandatory for at least one crew member to hold a VHF operator's licence.

1311 MANDATORY MARKINGS AND DECALS

- (a) All boats must display mandatory series and event logos, as set out in the Team Agreement or as otherwise required by the series organisers.
- (b) Failure to do so will result in a fine of €100 per sticker, per race.
- (c) All decals must be intact and in good order at the start of each race.

1313 SCRUTINEERS INSPECTIONS

- (a) Scrutineers shall use the current scrutineering list as a guide and equipment listing (Appendix 2).

- (b) Competitors are advised that scrutineering does not constitute a condition survey of the boat.
- (c) The scrutineering sheet may not necessarily cover every item that a scrutineer may wish to check on a particular boat.
- (d) A scrutineer shall reject a boat if it does not comply with all of the requirements of the series organiser or the UIM.

1314 TEAM MANAGER / POINT OF CONTACT

Each boat must designate a representative that is present at the event, who is responsible for team equipment, trailers, and vehicles and is the designated point of contact for the team at that event.

1315 DRIVERS' BRIEFING AND SIGNING IN

- (a) Pilots shall 'sign in' to signify their attendance prior to the start of the briefing. Only crew members and race officials will be allowed to attend this briefing.
- (b) Roll call will be taken.
- (c) Failure to sign in by the time stated will result in a €50 fine per person.
- (d) Non-attendance at this briefing may result in a €500 fine per person, with a re-scheduled briefing being held at the OOD's convenience.

1316 PRACTICE

- (a) 30 Minutes of practice is highly recommended. A minimum of 3 laps must be completed by every boat, before racing can commence.
- (b) Should any Practice Session be cancelled or curtailed, the OOD shall not be obliged to resume the session or re-run sessions and the decision of the OOD shall be final.

1317.1 STARTING PROCEDURE

There must be a minimum of one mile visibility over the whole race course and there must be no forecast or other reason to believe that there will be any less visibility on any part of the course or its vicinity throughout the expected duration of the race.

From the wet pits:

- (a) The Start Boat will communicate via radio to confirm departure from the Wet Pits. Where available, flashing amber lights will be used to also signal the departure. Full details will be provided at Drivers' Briefing.
- (b) All race boats are to follow the Start Boat to the muster area in the agreed position order. No race boat may proceed ahead of the start boat.
- (c) Raising of the red flag signals the wet pits are closed and race boats may not leave the wet pits at this time. A late start procedure may be given at Drivers' Briefing.

- (d) Where possible, a parade lap around the course to the muster area will be included.

From the muster area:

- (a) The location of the muster area will be described in the Race Instructions.
- (b) Once boats are in the muster area, the yellow flag will be raised, meaning that the boats must follow the alignment procedure.
- (c) When the start boat leaves the muster area, towards the start line, the boats will line up in the pole position order and 30m astern, of the start boat. Race boats must observe a safe spreading distance (minimum 3 metres) between boats with no contact permitted. Failure to remain 30m behind the start boat will be considered a jump start and offending boats will be subject to a one minute penalty.
- (d) A race official on the start boat will use a radio channel to control the fleet prior to the start. They will have the authority to impose penalties, as detailed below. The radio channel will be announced at Drivers Briefing.
- (e) When the starter is satisfied that all boats are in a satisfactory line and moving at a satisfactory speed, the green flag will be raised and the yellow flag will be dropped simultaneously. The raising of the green flag indicates the start of the race.
- (f) Depending on conditions, the start boat speed will be approximately 30 knots when the green flag is raised.
- (g) The official timing starts when the leading boat crosses the start-finish line, unless otherwise designated in Race Instructions. Crossing the line constitutes the start of Lap 1 of the race.
- (h) If at any time during the start procedure after the yellow flag has been raised, a red flag is raised, the start has been aborted and all boats must return, at a safe speed, to the muster area for restart, or follow specific instructions from the start boat.
- (i) Any boat that fails to line up in the muster area will not be allowed to start.
- (j) Should a boat fail to start, having lined up in the muster area, it may start within ten minutes of the time of the start provided the boat:
- Gets permission from the safety officer / OOD to start ;
 - Starts from the start position ; and
 - follows the start run going to the start/finish line when it is safe to do so.
- (k) A description of the start will be published in Race Instructions.
- (l) During the start run, if a boat passes the start boat before the green flag, it will be disqualified.
- (m) Safety takes precedence over racing at all times. Competitors should do nothing to endanger crew, spectators or other participants.
- (n) Video camera evidence may be used by Race Committee for any reason.
- (o) Standing starts: Standing or jetty starts may be used, full details will be provided in Race Instructions and confirmed at Drivers' Briefing.

Diagram 1 - Start procedure under yellow flag

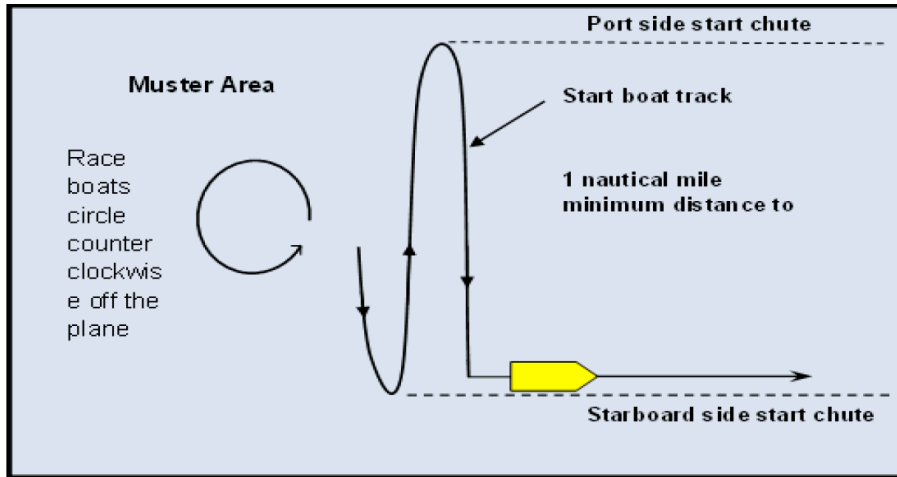
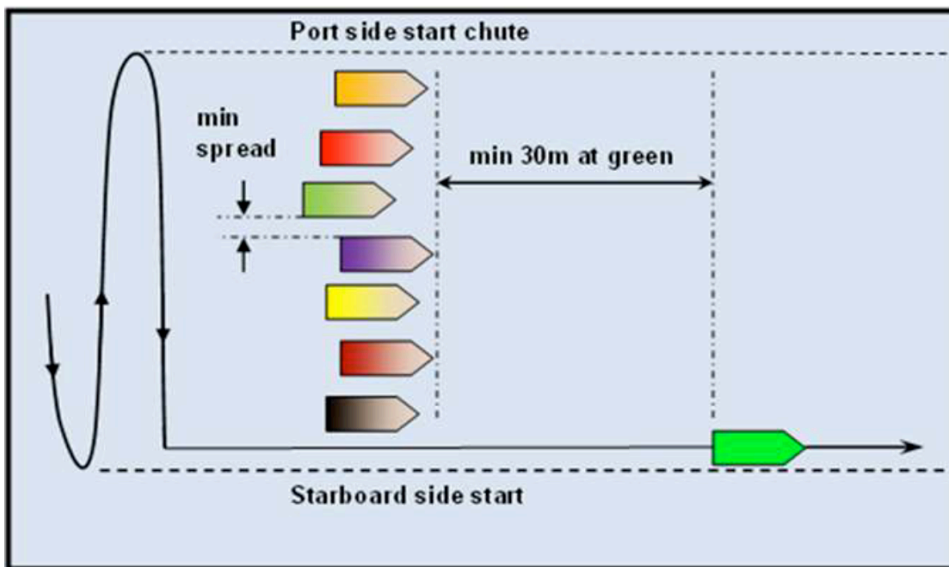


Diagram 2 - Start procedure, green flag



1317.2 POLE POSITION

- (a) The series organiser may run one or a series of timed laps to determine a set of qualifying times to determine pole position. Details will be provided at Drivers' Briefing and/or in the Race Instructions.
- (b) Alternatively, the pole position order will be defined by means of a lottery for the first race of the event.
- (c) Grid positions (if done by lottery) or the order for qualifying (for timed laps) will be advised at, or immediately following, Drivers' Briefing.
- (d) The grid for subsequent races will be based on a reverse of the current standings for the event, with the leading boat positioned on the outside of the course, furthest from pole position.

- (e) The team with the highest number of points will benefit from pole position for the final race of the event.
- (f) Pole position will be nearest to the start boat.
- (g) Teams where either one or both of the pilots has not competed and finished in a minimum of three races and achieved 'competent' sign off by the OOD will be required to start from the outside of the grid irrespective of their qualifying time.

1318 OVERTAKING

- (a) Overtaking is a competitor's responsibility on the water. It is the duty of each crew member to ensure that their boat is driven in a manner that does not compromise the safety of themselves, any other competitor or any spectator. Failure to observe this fundamental rule will result in severe penalties being applied.
- (b) Powerboat racing is a non-contact sport and crew members will be penalised if contact occurs. A constant look-out must be maintained and crews are reminded of the importance of good and efficient communication at all times.
- (c) It is the responsibility of each crew member to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other boats in their immediate vicinity. All crew members must take any action necessary to avoid a collision at all times, a constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.
- (d) The International Regulations for the Prevention of Collisions at Sea apply at all times between race boats and non-race boats.
- (e) Overtaking – any overtaking boat must give way to the overtaken boat.
- (f) A boat being overtaken must not deliberately alter its course in any way that would hinder the overtaking boat.
- (g) If a boat in consequence of its neglect of any of these rules compels another to foul, it will be penalised.
- (h) All colliding boats will be disqualified.
- (i) Fouling – if any boat by its action collides with another boat, causes another boat to have a collision, or causes another boat to take avoiding or evasive action to avoid a collision – which may or may not result in that boat infringing another rule (e.g missing or hitting a mark of the course) – they will be penalised.

1319 TURN MARKS AND MISSED MARKS

- (a) Unless otherwise specified in the Race Instructions, the colour of the course buoys will be as follows: all 'inside' course marks: Yellow (to be left to port when racing anti-clockwise) and all 'outside' course marks: Orange or Red (to be left to starboard when racing anti-clockwise).
- (b) If a boat hits a turn mark, a Yellow Card penalty and/or a 30 second penalty may be applied.
- (c) If a boat destroys a buoy or cuts the securing line the team will be penalised with a fine that will be commensurate with the replacement cost of the damaged mark. Replacement costs range from €500 – €1,000.
- (d) A competitor may not return to a missed mark. The competitor must continue to follow the designated course passing all remaining marks correctly. Dangerous driving resulting from missing marks will result in further penalties.

(e) The missed mark penalty is 1 minute per missed mark.

1320 COMPLETING A RACE

Upon completion of a race, a boat shall:

- (a) Turn in to the centre of the course as described in drivers briefing.
- (b) Conform with the International Regulations for Preventing Collisions at Sea.
- (c) Not hinder other boats that are still racing; and
- (d) Await escort back to the Wet Pits.
- (e) All boats have a maximum of 15 minutes from the time the winning boat crosses the finish line to complete their final lap.

1321 CHAMPIONSHIP POINTS SCORING SYSTEM

Points will be awarded to race boats for each race contested. No points will be awarded if a boat is disqualified for an infringement of the technical rules. Points will be awarded as follows:

First place	20 points
Second place	17 points
Third place	15 points
Fourth place	14 points
Fifth place	13 points
Sixth place	12 points reducing by one point for each subsequent position.

DNS – Did Not Start = 0 points

DNF – Did Not Finish = 0 points

DQ – Disqualified = 0 points

1322 FLAG SIGNALS

Flag Flown	From	Meaning
Yellow Flag	Start Boat	Start procedure underway
Yellow Flag	Safety/Patrol Boat	Incident in vicinity, proceed with care, no overtaking
Green Flag	Start Boat	Race Start
Red Flag	Start Boat (during start)	Start aborted
Red Flag	Official Boats	Race stopped
Chequered Flag	Finish Line	Race finished
Chequered Flag & Red Flag	Finish Line	Race curtailed
Black Flag & Race Boat No.	Start Boat	Disqualified from race; stop racing
White Flag	Finish Line	Last lap indicator
Orange Flag – static	Competing Boat	Retirement
Orange Flag – waving	Competing Boat	Retirement and in distress

Black flag with Yellow X	Official Boat	Identification as official boat
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- Yellow Flag – on seeing the yellow flag signal from an official boat, Driver and Co-Drivers must acknowledge the signal proceed with caution, not overtake other race boats whilst in the area of the incident and keep clear of any danger areas. Any competitor who ignores or abuses the yellow flag signal will be penalised. The Start boat yellow lights may be used in conjunction with yellow flags. These lights shall have the same meaning as a yellow flag.
- Red Flag – on seeing the red flag signal, all boats shall come off the plane stop racing immediately, turn in to the centre of the course and await further instructions. Infringement of any of the above may result in disqualification and/or yellow card and/or a time penalty or any combination.
- Black Flag - any race boat deviating from the course into restricted areas, displaying conduct deemed to be unsporting or dangerous or having damage to the boat considered to be dangerous, will be shown the black flag the next time it passes the start boat and will be disqualified from the race and is not eligible for appeal. Disqualified boats must return to wet pits area, safely moving off the course and avoiding any interference with the race or other race boats.
- Disqualified boats will not be awarded points for that race and may be fined.

1323.1 ADDITIONAL PENALTIES

In addition to the penalties outlined in the General Rules of the UIM Rulebook, the following additional penalties will apply:

If the resulting associated additional penalty includes a time penalty, then the appropriate time will be added to overall elapsed race time if the card is given for an on-water offence.

Penalty Card	Number of Offence	Associated Additional Penalty
Yellow Card	First yellow card	€100
	Second yellow card	€200 + 1 min penalty
	Third yellow card	€300 + 2 min penalty
Double Yellow Card	First double yellow card	€250 + 2 min penalty
	Second double yellow card	€400 + 3 min penalty
Three Yellow Cards will result in a Red Card and suspension for the following race.		
Red Card	First offence in calendar year	€500 + disqualification
	Second offence in calendar year	€750 + disqualification from the remainder of the series for the crew and team

1323.2 CHAMPIONSHIP SPECIFIC PENALTIES

At the discretion of the OOD, a yellow card penalty may also be applied in conjunction with the penalties listed below. A written penalty notice will be given and the time of the penalty written on the notice.

- (a) Smoking in the defined wet or dry pits: €200.
- (b) Fuel transfer outside the designated fuelling area: €300.
- (c) Persons on boats during lifting or craning: €300 to the driver of the boat.
- (d) Failure in launch/ramp discipline : first offence – warning and/or €100; second offence – €200.
- (e) Late or non-attendance at prize giving ceremony: €300.
- (f) Failure to present engine or race boat for technical examination: disqualification.
- (g) Failure to raise and fly retirement flag when able: €100.
- (h) Failure to report Retirement to Race / Safety Control: €100.
- (i) These penalties are not exclusive and do not protect the offender from further action by the series organiser / UIM. Penalties listed above will be applied by the OOD and may be protested. Protests must be lodged within one hour of the penalty being issued.

1324 IDENTITY TAGS

All pilots will be issued with waterproof temporary identification which must be worn on the right wrist at all times during racing, practice and testing.

1325 PODIUM PRESENTATION

All podium finishers must wear their race overalls at the podium ceremony. Winners caps may be provided by the Organiser which should also be worn. Failure to do so will result in a €100 fine per pilot.

Appendix 1 – One Design Minimum Standards Manual

Engine

Propeller

Fuel tank

Ballast tank

Wiring loom

Minimum weight

Engine lifter / jack plate

Transom

Controls

Battery position

Seats (front and rear)

Bilge pump

Ballast

Appendix 2 – Scrutineering Sheet

Scrutineering Check List

No	Item	File	Rule Number	Race 1	Post	Race 2	Post	Race 3	Post
				Stock					
1	Event Race Instructions			✓					
2	Ship Operators Radio License (race control)			37					
3	Charts (Admiralty / Imray) As Per Instructions *			12					
4	Race Boat Numbers (Timekeepers?)			7 & 47					
5	Stock Powerboat Decals *			45					
6	Trailer Number/Jockey Wheel			13 (b)					
7	Event Sponsorship Decals (If applicable) *			45					
8	Towing Eye			14					
9	Sling Points, Lifting Eyes, All Cleats			14					
10	Strops & Certification (If applicable) & Ident			✓					
11	Transom Plug/Drain			✓					
12	Engine Mountings			25					
13	Reverse Gear			✓					
14	Standard Skag Shape			✓					
15	Engine Trim Tab & Anode			✓					
16	Steering System			18					
17	Controls & Cables			18, 20 & 21					
18	Electrical Harness & Wiring			28					
19	Fuel Tanks, Lines, Earthing Wire, Shut Off Valve			24					
20	Battery Installation & Isolator Switch			29					
21	Bilge Pump System & Bailer			31					
22	Engine Cut Off & Connection Cord			19					
23	Compass (Magnetic)			39					
24	Compass (Electronic/GPS)			39					
25	Navigation Lights (Per/STBD & Stern)			16					
26	Strobe Light (300 and P12855)			42					
27	Buoyancy			32					
28	Seating, Mountings, All Rails			22					
29	All Sharp Edges or protrusions			17					
30	Anchor & Line (50m Minimum)			38					
31	Fairlead/Towing Line (2 off)			15					
32	Orange Flag (Both classes)			42					
33	Fog Horn			44					
34	Fire Extinguisher (2kg MDT 2 x 1kg)			35					
35	Flares for Boat			41					
36	Personal Flares			41					
37	Whistle, First Aid Compress, Knife (Per person)			40					
38	Protective Clothing *			46					
39	Radio (M2, P4, 16) Facility +TEST-			37					
40	Propeller Number			33					
41	Weight			35					

